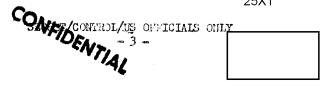
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			And the second s
2. On 8 Jetol 1 Finow that	for the U.S.S.R. er, only one HiG-15 practic t the entire 2d and 3d Bns would remain in Finov.	and filming over the	red learned from boviet or for Danzig and the married or field. It was rumored in at only a small supply
3. There was officers a	no flying at the field between Eli wearing black-honders	veen 3 and 5 p.m. o	on 12 Sctober, wany Soviet
1 Finow and wings with	ouying stationary and foodst not familiar with the shops a crossed harmers, a wrench, asts. Lost of the officers w	one of the air	y appeared to be new in force officers were silver
4. Between 2 soldiers of soldiers,	and 2:30 p.m. on 12 October or other personnel were obse was soon at the field. A ne we entrances was being ence	there was no fly	occupied by air force ing about 3 x 6 x 30 meters
1 and with t	e assembly shop and the guar seen in the eastern section	rdhouse. The runwa	y lighting facilities e still there.
between th previously			
between the previously 5. In forest- reported reported observed of the radio	subarea (Jagen) 216, east of adio truck and the four rad n the two buts previously re installation in Jagen 175	f the finow-Biesen io masts were still eported in Jagen 2	thal road, the previously 1 intact. No changes were 15, east of Jagen 216, and
between the previously 5. In forest-reported reported of the radio installation policy. X1 near the B	subarea (Jagen) 216, east of	f the Finow-Riesen io masts were still coorted in Jagen 2. The low wooden built wellosenthal road, the butto in Lord,	thel road, the previously 1 intact. No changes were 15, east of Jagen 216, and 1dings of the old radio were removed. A telephone
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25X1

25X1	6.	Sections of a Soviet shipment observed on 11 October included 8 railroad cars, some of which were loaded with trucks,
25 X 1		train coaches and 15 boxcars which stood on another track; and 3 express- train coaches on the track leading from Finow to the brass plant. Source learned from a railroad employee that between 6 and 7 p.m. on 11 October each of the converted boxcars were being occupied by about 20 soldiers who
25 X 1		wore black-bordered black epaulets and that the 6 express-train coaches were occupied by dependents. The sections were then coupled together and allegedly left for Abersvalde during the night from 11 to 12 Jetober. The train allegedly
25X1		stopped at the Eberswalde railroad station on 12 October and proceeded to an undetermined destination that same evening. According to the same railroadman, between 9 and 13 October the Soviet komendantura in Finow requested 150 cars which, after arrival, were shunted to the railroad siding in the restricted area at the field. The railroadman further said that he had observed 30 hut-like
25X1		wooden crates in which the swept-back jet sirerait of the sirfield were packed.
	7 a	soldiers and their dependents bought large quantities of foodstuffs in Finov. According to Deviet soldiers, some of them were to be transferred to Brost Litovsk and others to Perneuchen.
	8.	Two trains left the sirfield toward thershalde at 11 p.m. on D4 Jetoler. The first train of 900 tons (sie) consisted of 24 boxcars, and 30 flatears each loaded
<u> </u>		with an aircraft crate containing jet aircraft parts. The other train of 400 tons (sie)consisted of an imidentified number of boxcars whose contents could not be determined. The trains, whose final destination was unknown, did not carry troops but were only accompanied by train guards.
25X1 25X1	9.	At 7:10 a.m. on 13 Detober, a boviet train of 20 flatears, each loaded with a large crate, left Lberswalde freight reilroad station. The crates, whose contents could not be determined, were almost as long and just as wide as a flatear, and about 2 meters high with a pointed roof. They were apparently unpainted and had a weather-beaten grayish color. About one-third of the way up one front section of the crate there was an attachment about 50 x 70 cm which projected about 20 cm. The other front section had a similar but smaller attachment which was 35 x 60 cm and projected about 30 cm. a door was observed on one side. Grates of the same type were observed in the spring of 1951 between the railroad line and the buildings at the field, not far from the flight control building.
25X1 25X1 25X1	10.	On 15 Jetober, five MiG-15s covered with campullane tarpaulins were observed at the field. There was no flying between 8:30 and 9:15 a.m. No new aircraft types were observed at the installation. The barracks buildings at the field were occupied probably by only a rear detail. No sentries were observed in the field area. Truck was parked in front of the finow cenetory. The radio installation, previously located in the eastern section of the field, was removed whereas the installation in forest-subarca (Jagen) 175 was still there. The farmhouse of the Finowfurth estate was occupied. No radio installation was seen in its vicinity. The rader set, previously located at the Finow-North alternate airfield, was removed to the east edge of shorawalde, about 1,500 meters south of the railroad signal station on the line toward Freienwalde.
25X1	11.	No flying was observed at the field
25X1		truck and radio trucks A German employed by the Soviets said that the air force unit had been transferred to Mernenchen, *
25 X 1	-3	Com ent. the air units and their ground units were transferred from Finow airfield, possibly to the U.S.S.R. The first indi-

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25X1	
25X1	cations of a transfer were reported on 30 ceptember and h ctaber 1971.
	. The headquarters of the fighter
	division with its two fighter regiments previously stationed in Finow and
25X1	the third regiment previously stationed in Neurupin definitely left the
	Soviet Zone of Germany toward Frest Litovsk. In addition to the shipments
	stated in the present report, six trains from Finow and Heuruppin were
057/4	observed passing through Frankfurt/Oder en route to Brest Litovska
25X1	, , , , , , , , , , , , , , , , , , , ,

